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M E M O R A N D U M

September 21, 1950

MOBILIZING CONSTRUCTION ORGANIZATIONS FOR RESTORATION
OF PORT FACILITIES - TASK UNIT "C" - PORT CAPACITY
PROTECTION SURVEY

NSC REVIEW
COMPLETED,
10/31/04

Although the meeting of the Task Unit "C" held in New York, September 18, 1950, indicated primarily that it was engaged in an activity separate and distinct from Wartime Civil Disaster Relief and Civil Defense, it is recognized that the need for restoration of port facilities would probably come simultaneously with the need for civil disaster relief on the adjacent shores, therefore, the two activities are inter-related and would draw upon the same pools of organization, equipment and man-power for restoration.

Because of the close association of the two activities, there was filed with Secretary James Meyers, on September 18, a copy of the Preliminary Report to the National Security Resources Board through the General Services Administration on Wartime Civil Disaster Relief, covering the organization of the construction industry for "demolition and clearance service", presented by The Associated General Contractors on June 30, 1950.

The following however will apply directly to port restoration but will follow the same principles as have been expressed in the report made to the General Services Administration on Wartime Civil Disaster Relief.

Assignment

The assignment given to James M. Sprouse, acting for James D. Marshall, Assistant Managing Director of The Associated General Contractors of America, was to report on the availability of construction equipment and construction personnel for port restoration work.

From experience gained in World War II, and in assisting disaster relief in connection with floods, hurricanes, tornadoes, and the mid-western

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blizzards, by local chapters of the Association, it is clear that the function of this report must be on how to organize for the purpose of making construction contracting organizations immediately available for the necessary restoration work.

The meeting of September 18 indicated that there was no disagreement, and that insofar as possible private contracting organizations should be utilized, supplemented where necessary by the special salvage and dredging equipment of the Army and Navy.

Recommendations on Organizing Available Contractors

Destruction of port facilities would probably be of such scope that they would require more contracting organizations than the water front and floating plant contractors immediately available to the site, and the facilities of the water front and floating plant contractors would probably have to be supplemented, under their direction, by the organizations of other heavy and highway construction contractors and building contractors, in the same or adjacent areas.

It is recommended that, with the assistance of the National office of The Associated General Contractors of America, Inc., all local contracting associations in the ports on both coasts be asked to cooperate with the Port Restoration organizations to be developed for that port.

Further, that contacts with each other be made, aided by the National office of The Associated General Contractors of America, thereby establishing liaison between all adjacent ports.

It is recommended by this Association that each of its chapters, and other associations requested to participate, create at once a list of the contractors available to their respective port, broken down by classes of work, such as -

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- (1) Floating plant and minor salvage work.
- (2) Water front, dock, pier and pile driving work.
- (3) Construction of railroad facilities.
- (4) Bridge contractors.
- (5) Highway and building contractors having substantial organization and equipment, which could participate under the direction of the water front contractors.

It is recommended that these lists be kept current, and that copies be filed with the Port Restoration Authorities in adjacent ports and with the Associated General Contractors of America's National Office, so that such lists may not be destroyed in the event of destruction of the port.

Because of the need for full utility of all available services, it is recommended that where more than one chapter or organization is serving heavy construction and highway construction and building construction in a port area that they be coordinated in their activities for this purpose.

There is attached hereto a list of the chapters and National members of the A.G.C. for all of the principal ports of the Atlantic and Pacific and Gulf coasts and the Great Lakes, showing under heading -

1. CHAPTERS SERVING WATER FRONT AND HEAVY CONSTRUCTION CONTRACTORS SUCH AS CONTRACTORS PERFORMING WATER FRONT WORK, FLOATING PLANT WORK, DREDGING, BRIDGE WORK AND RAILROAD CONSTRUCTION.
2. HIGHWAY CONSTRUCTION CONTRACTOR ASSOCIATIONS WHICH INCLUDE MANY CONTRACTORS PERFORMING HEAVY CONSTRUCTION WORK AS WELL, and
3. CHAPTERS OR ORGANIZATIONS SERVING BUILDING CONSTRUCTION CONTRACTORS.

Wherever the A.G.C. has a chapter in the area of a port, whether it be highway, building or heavy construction, it is believed it could be utilized to contact other associations and conserve the capacities of other contractors

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necessary in the restoration of ports.

General Recommendations

With the availability of contractors' organizations organized as recommended, attention is called to a number of other points which will influence the availability of the contractors, their organizations and their workmen, and which will also have to be considered to obtain the best functioning of the program:

1. There must be some person with authority and facilities, to quickly identify the damaged areas and establish the priority under which restoration shall proceed. This would also include clearing the way for access to such areas.

Such authority must be empowered by legislative sanctions, appropriations and/or necessary insurance to order the construction or restoration of private and public property and hold the contractor and his organization free from liability for damage actions resulting from such work.

2. It is recommended that war risk insurance be immediately established, that it be tied in with restoration activities, and the arrangements be made for appraisal of damage after restoration or during its progress in order not to delay restoration by the necessity of insurance appraisal first.

3. That some special type of insurance, possibly related to war risk, be provided to cover the persons employed by the contractor in clearance, demolition, and restoration work in order that the insured hazards be not reflected in his normal accident record.

4. Negotiations should be had with representatives of employees to establish special overtime working conditions.

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5. Attention must be called to subsistence of contractors' employees. Other agencies in the port area must provide the facilities for feeding those on the project and if remote from other housing, temporary barracks must be provided for sleeping quarters.

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		<u>WATERFRONT AND HEAVY CONSTRUCTION ORGANIZATIONS</u>	<u>HIGHWAY CONSTRUCTION ORGANIZATIONS</u>	<u>BUILDING CONSTRUCTION ORGANIZATION</u>
Boston		New England Marine Contractors Chapter - A.G.C.	New England Road Builders Association	Associated General Contractors of Mass.
New York	1 -	General Contractors Ass'n	New York State Chapter Inc. - A.G.C.	Metropolitan Bldrs. Asso. of N. Y. City - A.G.C.
	2 -	National Members - A.G.C.		
Philadelphia		Wharf & Dock Bldr's Assn.	A.G.C. of New Jersey	Philadelphia Chapter - A.G.C.
				Pennsylvania Bldrs. Chapter - A.G.C.
Baltimore		National Members - A.G.C.	A.G.C. of Maryland	Baltimore Bldrs. Chapter - A.G.C.
Norfolk	1 -	Virginia Branch - A.G.C.		Virginia Branch - A.G.C.
	2 -	National Members - A.G.C.		
Charleston		Carolinas Branch - A.G.C.	Carolinas Branch - A.G.C.	Carolinas Branch - A.G.C.
Miami		South Florida Chapter - A.G.C.		So. Florida Chapter - A.G.C.
Mobile		Mobile Section - Alabama Br. - A.G.C.		Mobile Section - Alabama Branch - A.G.C.
New Orleans		National Members - A.G.C.	La. Highway and Heavy Construction Branch - A.G.C.	New Orleans Chapter - A.G.C.
				Shreveport Chapter - A.G.C.
				Lake Charles Chapter - A.G.C.
				Baton Rouge Chaper - A.G.C.

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PORTWATERFRONT AND HEAVY CONSTRUCTION ORGANIZATIONSHIGHWAY CONSTRUCTION ORGANIZATIONSBUILDING CONSTRUCTION ORGANIZATIONSBeaumont-
Port ArthurAssociated General
Contractors of
Jefferson CountyGalveston-
HoustonHouston Chapter - A.G.C.
Municipal Contractors
Association (Texas) - A.G.C.Texas Highway Branch -
A.G.C.Houston Chapter -
A.G.C.

Corpus Christi

South Texas
Chapter - A.G.C.

San Diego

San Diego Chapter - A.G.C.

San Antonio Chapter -
A.G.C.

Los Angeles

Southern California Chapter -
A.G.C.Southern California
Chapter-A.G.C.

San Francisco

Northern California Chapter -
A.G.C.Northern California
Chapter - A.G.C.

Portland

Portland Chapter - A.G.C.

Portland Chapter -
Building Division -
A.G.C.Seattle-
TacomaMountain Pacific Chapter -
A.G.C.Seattle Chapter -
A.G.C.

Tacoma Chapter - A.G.C.

Duluth

A.G.C. of Minnesota

Milwaukee

Milwaukee Chapter - A.G.C.

Milwaukee Chapter
A.G.C.

Chicago

Chicago Builders Chapter -
A.G.C.

A.G.C. of Illinois

Chicago Builders
Chapter - A.G.C.

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PORT

	<u>WATERFRONT AND HEAVY CONSTRUCTION ORGANIZATION</u>	<u>HIGHWAY CONSTRUCTION ORGANIZATIONS</u>	<u>BUILDING CONSTRUCTION ORGANIZATIONS</u>
Detroit	Michigan Road Builders Asso. - A.G.C.	Michigan Road Builders Association - A.G.C.	Detroit Chapter- A.G.C. Michigan Chapter - A.G.C.
Toledo		Ohio Highway Chapter - A.G.C.	Associated Building Contractors of Toledo, Inc., - A.G.C.
Cleveland	Cleveland Chapter - A.G.C.	Ohio Highway Chapter - A.G.C.	Detroit Chapter - A.G.C. Cleveland Chapter - A.G.C.
Buffalo	New York State Chapter, Inc., - A.G.C.	New York State Chapter, Buffalo Chapter - Inc. - A.G.C.	A.G.C.

Compiled by
 The Associated General Contractors of America, Inc.,
 1227 Munsey Building, Washington 4, D. C.

October 2, 1950

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COMMERCIAL SALVAGE AND TOWING CONTRACTORS

	Tugs	Divers	Marine Salvage Contractors	Under Water Recovery	Dismantling Contractors	Pumps	Hulks Barges Lighters
BRITISH Alexandria Towing Co., Ltd. Liverpool	X						
W.H. Arnott Young & Co., Ltd. 21 W. Niles Street Glasgow, C.1 London Office 17 Victoria St. S.W.1			X	X	X		
M. H. Bland & Co., Ltd. Cloister Building Gibraltar	X	X	X			X	X
Commonwealth Steam Tug Co., Ltd. Avonmouth (Bristol) Managers: Fairplay Towage & Shipping Co., Ltd. Avonmouth London Office 87 Bishopsgate, E.C.2	X		X				
Elliott Steam Tug Co., Ltd. 60 Fenchurch St., E.C.3 London	X						

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 COMMERCIAL SALVAGE AND TOWING CONTRACTORS-Continued

	Tugs	Divers	Marine Salvage Contractors	Under Water Recovery	Dismantling Contractors	Pumps	Hulks Barges Lighters
<u>BRITISH-Continued</u> France Fenwick Tyne & Wear Co., Ltd. Newcastle-upon-Tyne	X						
Grimsby Salvage & Towing Co., Ltd. Royal Dock Basin Grimsby	X	X	X	X		X	
J. King & Sons, Ltd. 8, The Grove Bristol	X						
Lawson-Batey Tugs, Ltd. Newcastle-upon Tyne and South Shields	X						
Leith Salvage & Towage Co., Ltd. 16 Bernard St. Leith	X					X	
The Liverpool & Glasgow Salvage Association Liverpool and Glasgow 303 Derby House Exchange Building Liverpool 2		X	X	X	X		

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COMMERCIAL SALVAGE AND TOWING CONTRACTORS-Continued

	Tugs	Divers	Marine Salvage Contractors	Under Water Recovery	Dismantling Contractors	Pumps	Hulks Barges Lighters
<u>BRITISH-Continued</u> Newport Screw Towing Co., Ltd. Newport	X						
Ocean Salvage & Towing Co., Ltd. 48/50 St. Mary Ave. London, E. C. 3	X		X	X			
Overseas Towage & Salvage Co., Ltd. 58 Houndsditch London, E. C. 3	X		X				
J. H. Pigott & Son Union Dock Grimsby	X					X	
Rea Towing Co., Ltd. Liverpool	X						
R. & J. H. Rea, Ltd. 28 Baldwin St. Bristol	X						

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COMMERCIAL SALVAGE AND TOWING CONTRACTORS-Continued

	Tugs	Divers	Marine Salvage Contractors	Under Water Recovery	Dismantling Contractors	Pumps	Hulks, Barges Lighters
<u>BRITISH-Continued</u> Risdon Beazley Limited Northan Bridge Southampton	X	X	X	X			
Metal Industries (Salvage Ltd.) Garellock, Scotland Rep: W.P. Johnson & Co., Ltd. 17 Greenchurch Lane London, E.C. 3			Firm formerly connected with Cox & Banks, who salvaged the German Fleet, sunk in Scapa Flow 1914.				
W. H. J. Alexander, Ltd. 44 Leadenhall St. E.C. 3 and at Wapping, London, E.I	X					X	
Steel & Bennie, Ltd. 86 Broomielaw Glasgow	X					X	
Tees Towing Co., Ltd. Middlesbrough-on-tees	X						
United Towing Co., Ltd. Nelson St. Hull	X					X	

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COMMERCIAL SALVAGE AND TOWING CONTRACTORS-Continued

	Tugs	Divers	Marine Salvage Contractors	Under Water Recovery	Dismantling Contractors	Pumps	Hulks Barges Lighters
<u>BRITISH-Continued</u>	X					X	
William Watkins, Ltd. "Fenton House" 112 Fenchurch St. London, E. C. 3							
West of Scotland Shipbreaking Co., Ltd. Troon Harbor Troon			X				
John Lee 80 Corporation St. Belfast Northern Ireland			X			X	

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COMMERCIAL SALVAGE AND TOWING CONTRACTORS-Continued

1950

	Tugs	Divers	Marine Salvage Contractors	Under Water Recovery	Dismantling Contractors	Pumps	Hulks Barges Lighters
<u>NETHERLANDS</u>			X				
Netherlands Indonesian Coal Trading Co., Ltd. Amsterdam							
L. Smith & Co. Internationale Sleepdienst, Westplein 5, Rotterdam	X						
G. Doeksen en Zonen, N.V. Scheepsaart Maatschappij Terschelling				Six tugs, total 1,020 tons gross (Some tugs have sandpumps.). Modern diving gear.			
W. A. Van de Tak's Salvage Co., Ltd. Westplein 5 Rotterdam				Ten motor and steam salvage vessels. Floating sheerlegs up to 200-ton lifting capacity. Lifting pontoons, divers, etc.			

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COMMERCIAL SALVAGE AND TOWING CONTRACTORS-Continued

1950

	Tugs	Divers	Marine Salvage Contractors	Under Water Recovery	Dismantling Contractors	Pumps	Hulks Barges Lighters
<u>ITALY</u>							
Panfido & Co. Venice	X		X				X

Rimorchiatori Riuniti
Andana degli Avelli
Livorno

No information about equipment

Cantieri Riuniti dell 'Adriatico
Monfalcone

No information about equipment

Ansaldo, S. A.
Genoa

Two tugs, 160 i.h.p.
Two pontons of 40-ton lifting power

Societa Rimorchiatori Riuniti
Genoa

Eleven tugs, total 1,411 tons gross,
including two ocean-going.

D. Tripovich & Co.
Trieste

Two tugs (one under construction, 1,000 tons gross)

Rimorchiatori Napoletani S. M.
Naples

Eight tugs of 1,400 gross tons.

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APPENDIX "B"

15 September 1950

Chairman, Task Unit C
NSRB Port Capacity Protection Survey

The principal function of the U. S. Coast Guard in the restoration of port facilities and services within the United States, its territories and possessions will be to rehabilitate or modify the present U. S. Coast Guard system of aids to maritime navigation at the port or ports concerned so as to most effectively serve the needs of the armed forces or of the commerce of the United States. Statutory authority for such work is provided for in Public Law 207, 81st Congress, approved August 4, 1949 (Title 14 U. S. Code, Section 81).

The restoration of privately maintained aids to maritime navigation authorized by the U. S. Coast Guard under Title 14 U. S. Code, Section 83, and the lighting of bridges or abutments over or in navigable waters as required by law would be the responsibility of the maintainers.

The U. S. Coast Guard, under the provisions of Title 14 U. S. Code is authorized to mark, for the protection of navigation, any sunken vessel or similar obstruction existing on any navigable waters of the United States whenever the owner thereof has, in the judgement of the Coast Guard, failed suitably to mark the same in accordance with the provisions of Section 409 of Title 33. Such marking is at the expense of the owner until the obstruction is abandoned or abandonment has been established in accordance with the provisions of section 414 of Title 33. After abandonment, wreck markings are provided by the U. S. Coast Guard at the request and expense of the Department of the Army.

Rehabilitation of Coast Guard aids to maritime navigation and the marking of sunken wrecks as stated above would, as at present, be a function of the U. S. Coast Guard under the Commandant, U. S. Coast Guard, Washington 25, D. C., as administered by district commanders of the twelve (12) Coast Guard Districts in the United States, Alaska and the Hawaiian Islands.

Vessels, personnel, bases, depots and equipment, located at various points within the Coast Guard Districts, which are presently employed or which may subsequently become available to the Coast Guard in connection with the establishment, operation and maintenance of aids to maritime navigation, would be utilized to the best advantage practicable. A comprehensive communications net now part of the Coast Guard communications system would be utilized to marshal the necessary forces and essential equipment in the area involved.

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2 - Chairman, Task Unit C
NSRB Port Capacity Protection Survey

15 September 1950

In event Coast Guard facilities in a particular port should be rendered incapable of performing the task, diversion of facilities and equipment available in unaffected areas would be necessary to cope with the situation at hand.

Rehabilitation of aids to navigation can be expected to involve restoration of damaged aids, replacement of destroyed aids, marking of wrecks, marking of supplementary or auxiliary channels, and perhaps delineation of forbidden, restricted or other forms of special water areas. Restoration and replacement of certain type aids such as major lights, fog signals, etc., may consist of interim substitute devices offering relatively lesser service to maritime navigation.

Wreck location and the physical determination or development of supplementary or auxiliary channels and special areas which require marking may require hydrographic surveys and harbor improvement work by the Corps of Engineers, Department of the Army or some similar agency.

The details for rehabilitation of aids to navigation in connection with the restoration of port facilities and services should be perfected in the plans of the U. S. Coast Guard.

(signed) C. N. Daniel

C. N. DANIEL
Commander, U. S. Coast Guard

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